

Listing of Claims:

1. (CURRENTLY AMENDED) A vehicle (2), comprising:
 ~~at~~two side sill arrangements (8);
 ~~at~~two B-pillars (10) extending into the side-sill arrangement (8);
 a transverse reinforcement (16) extending above the side-sill arrangements (8) and adjacent to a lower end of the B-pillars (10) in a direction transverse to the vehicle; and
 a plate-like impact element (22), arranged in a direction longitudinal to the vehicle and substantially upright, the plate-like impact element (22) having an inside (29) that is connected to a side outer end (28) of the transverse reinforcement (16);
 wherein the transverse reinforcement (16) extends between the two B-pillars (10) and the two side-sill arrangements (8) of the vehicle and is provided on both sides of the vehicle with an impact element (22).
2. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the side outer end (28) of the transverse reinforcement (16) is arranged in the direction of travel behind the B-pillar (10).
3. (CANCELLED)
4. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the side outer end (28) of the transverse reinforcement (16) protrudes in the lateral direction beyond an outside (32) of the B-pillar (10), so that the inside (29) of the impact element (22) has a spacing (d) from the outside (32) of B-pillar (10).
5. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein a lower-edge (30) of the impact element (22) is connected to the side-sill arrangement (8).
6. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein a lower edge (30) of the impact element (22) is arranged supported against an outside of the side-sill arrangement (8).

7. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the impact element (22) at least partially covers the side outer end (28) of the transverse reinforcement (16) in the B-pillar (10) in the longitudinal direction.

8. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein an outer surface (27) of the impact element is arranged vertically or sloped outward from a vertical position at an angle (α).

9. (PREVIOUSLY PRESENTED) A vehicle according to Claim 8, wherein the angle (α) of the impact element (22) is adapted to an outer shell contour (18) of the vehicle.

10. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the impact element (22) extends to a height of about 60 cm above the ground.

11. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the impact element has an essentially horizontal upper edge.

12. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the impact element (22) is bonded and/or shape-fitted with the transverse reinforcement (16).

13. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the impact element (22) is designed as a plate made of a solid material.

14. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein the impact element (22) is designed as a plate-like composite part.

15. (PREVIOUSLY PRESENTED) A vehicle according to Claim 14, wherein the impact element (22) has an inner shell (40), an outer shell (42), and a reinforcement structure (44) arranged between the inner shell (40) and the outer shell (42).

16. (PREVIOUSLY PRESENTED) A vehicle according to Claim 15, wherein the impact element (22) is designed as a honeycomb sheet, in which the inner and outer shells (40, 42) consist of sheet metal and the reinforcement structure (44) consists of sheet metal angled in a zigzag manner.

17. (PREVIOUSLY PRESENTED) A vehicle according to Claim 15, wherein the impact element (22) is designed as a honeycomb sheet in which the inner and outer shells (40, 42) are formed from sheet metal and the reinforcement structure is designed in the form of honeycomb elements extending in the transverse direction.

18. (CANCELLED)

19. (CANCELLED)

20. (PREVIOUSLY PRESENTED) A vehicle according to Claim 1, wherein an outer surface (27) of the impact element (22) is sloped outward from a vertical position at an angle (α) within a range from 2° to 20° .

21. (NEW) A vehicle (2), comprising:
a side sill arrangement (8);
a B-pillar (10) extending into the side-sill arrangement (8);
a transverse reinforcement (16) extending above the side-sill arrangement (8) and adjacent to a lower end of the B-pillar (10) in a direction transverse to the vehicle; and
a plate-like impact element (22), arranged in a direction longitudinal to the vehicle and substantially upright, the plate-like impact element (22) having an inside (29) that is connected to a side outer end (28) of the transverse reinforcement (16);

wherein the side outer end (28) of the transverse reinforcement (16) protrudes in the lateral direction beyond an outside (32) of the B-pillar (10), so that the inside (29) of the impact element (22) has a spacing (d) from the outside (32) of B-pillar (10).

22. (NEW) A vehicle according to Claim 21, wherein the side outer end (28) of the transverse reinforcement (16) protrudes in the lateral direction beyond an outside (32) of the B-pillar (10), so that the inside (29) of the impact element (22) has a spacing (d) from the outside (32) of B-pillar (10).

23. (NEW) A vehicle according to Claim 21, wherein the impact element (22) has an inner shell (40), an outer shell (42), and a reinforcement structure (44) arranged between the inner shell (40) and the outer shell (42).